Editor's Office
OCT 17
NEW YORK

Editor of Science
NEW YORK NY

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 42. CLEVELAND. O., OCTOBER 15. 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The case of Thomas J. Carran against the tug Dreadnaught has been continued until the next term of the court.

The steamyacht Cyclone, while lying in the trough of the sea near Rondeau last week lost her whistle and one of her smokestacks.

Schooner George, which sailed Monday, coal laden, cast anchor at the Dummy, but the chain parted and she lost thirty-five fathoms with the anchor. She procured a new anchor at Detroit.

Transactions for the week comprise 1-32d of schooner Sophia Minch, C. C. Bitner, administratior to F. C. McConnelly guardian, $300. Same F. C. McConnelly, guardian, to Franklin Pelton, $500.

The case of Charles Chapman et al. against the scow H. A. Lamars, has been settled, and on the 6th instant was entered dismissed at respondent's costs on the docket of the United States district court. The costs have been paid by the respondent.

A libel was filed in the United States district court on the 8th instant by the Detroit Tug & Transfer Company against 684 elm logs, late cargo of the schooner Gerritt Smith. The action is brought to recover $730, claimed due for freight and demurrage.

Orders have been issued by Collector McKinney that all vessels, Canadian or American, coming from all Canadian ports east of Kingston, must be quarantined below the barge office on the east pier and inspected by a government officer before they can enter the harbor.

In the case of A. A. Pinet against the tug Patrick Henry, the respondent, Patrick Smith, has filed, by leave of court, a petition, under the 59th rule of the supreme court of the United States in admiralty, asking that process issue against the tug Record, and that she be made party defendant in the action.

The tug Quayle and tow, Zack Chandler, Commodore and Peck arrived yesterday. The tow put in under Point au Pelee Monday night for shelter, and as none of the tow except Zack Chandler, Captain Graves, put out an anchor the barge W. L. Peck collided with and carried away the bowsprit, jibboom and all the head gear of the schooner Kate Kelley, which was at anchor. The Kate Kelley was towed to the canal by the Canadian propeller Bruno.

A libel was filed in the United States district court on the 8th instant by the Moffat tug line against a raft of pine logs, and Christian Krauss and others. The action is brought to recover $1,037 90, claimed due for freight and towage upon a contract between the Moffat tug line and the said Krausse, by which the tug line was to tow the above mentioned logs from Sault St. Marie to Cleveland, which contract the tug line claims to have performed on its part.

The only marine point we can cull from the recent meeting in this city of the Grand Commandery and Grand Chapter A. F. & A. M., of Ohio, is that of the entertainment given a number of the Newport knights by Captain and Mrs. Goodwin at the life saving station. A party of the knights, composing the committee which drafted resolutions of thanks to Captain Goodwin for his prompt and gallant response to their distress during the recent flood at Newport, called at the station to pay their respects, and after exhibition drill, etc., they were furnished with a sailboat and all accessories for a fishing bout on the lakes, including bottled water. As the fish were willing to be caught and the fire water was good (so they said) they passed a very pleasant day, and at the proper time enjoyed one of the feasts which Captain Goodwin, wife and daughter are noted for.

Tug Paige has completed her repairs at Globe Drydock and got away for Fairport. The Paige was saved from entire destruction through the efforts of Captain Babcock and the life savers at that port. The barge George W. Wesley, which sustained the full force of the late squall while off Black River, was compelled to put into this harbor in a disabled condition. She sprung her topsides and buts, lost the doors and windows of her cabin, and deck load of lumber. She went into Globe Drypock, for temporary repairs to enable her to deliver her cargo of lumber consigned to Buffalo. Schooner James Couch, in tow of propeller Republic, Captain Mack, will go in drydock to ship her rudder and get a new heel, repairs made necessary by being caught in the gale mentioned above.

The Globe Iron Works are building an engine 24 and 44 by 36 inches for the elevator now building at Washburn, Wis. They are also building two boilers, each 6 diameter by 16 feet long for the same place.

The Globe Iron Works are compounding engines for the steamer Oscoda, 25 and 44 by 32 inches, and steamer Columbia, fore and aft, 30 and 50 by 36 inches, to be put in when the boats lay up.

By verdict of a large majority Dave Kimberly must serve as treasurer for Cuyahoga County.

SAULT STE. MARIE.

Schooner Sandusky, of the Bradly fleet, which went ashore three weeks ago above the canal, was released late Monday night.

BUFFALO.

Special to the Marine Record

Oct. 13.—On the arrival of the steamship Tioga, Captain Shannon again took command, and Captain Fletcher has gone back on the Newburgh, which was to leave last night for Chicago.

The propeller Colorado from Green Bay got aground at noon yesterday on a shoal off the Watson elevator. The tug Alpha soon releaseu her. The Tioga also touched bottom at the same place.

The large quantities of flaxseed which are being forwarded east this season is remarkable. The crop increases annually very fast, and will hereafter figure largely in our carrying trade by lake and canal.

Coal shipments are not so brisk. A scarcity is in part the cause. The tonnage in port ready is small and effort is made to advance rates. The shipments in the past four days are: D. Ballentine and consort Northwest, Milwaukee, 50c.; Oceanica, Chicago, 50c.; R. A. Packer, Chicago, 50c.; Nebraska, Duluth, 35c.; steamer John Pridgeon, Jr., Chicago, coal. Part of her load pays 50c. and part 75c. The 75c. coal is a special lot for a company, to be delivered at their private dock, and is not looked upon as a rise in freights.

Steambarge Oceanica will tow to Milwaukee the schooner David Vance, where she goes to lay up and cancel her November policy. She is coal laden at 50c. per ton, and the captain reports a very dull season, with no money to vessel's credit.

Steambarge V. H. Ketcham has cleared for Duluth via. Sandusky, with soft coal. The Ketcham has been detained on account of repairs being made to her crank-pin. She left last night.

The only arrival this afternoon is the propeller H. J. Jewett, the first of the Chicago down fleet to arrive. As there is a very strong easterly gale blowing from the eastward, they are not likely to get here before midnight. The reports are, wind at 52 miles per hour at head of Lake Erie; cloudy, with rain.

We will, by the end of the week, have another jam in the elevators. There are in storage 4,244,000 in Buffalo elevators, and there is expected to be great detention to vessels arriving. Some of the old wrecks of elevators are being furbished up, just to make a show we think, as there is no likelihood of their ever being called into use again. It is pleasant to draw dividends, but not to repair old barns.

The spurt yesterday in Chicago grain freights has set men to talking and projecting new ideas to come in the next six or seven weeks of navigation. Some say six or seven cents will be paid before the close. Well, we will see. Coal freights this day to Chicago 50 c., Milwaukee 50 c., no anxiety on the part of shippers; Duluth 35c., Washburn 40c., no tonnage offering Tuesday; Toledo 30c., Detroit 25c., Saginaw 25c. Small jags.

Propeller Toledo, when passing the Lime Kilns last Saturday and trying to avoid a collision with the steambarge Siberia and tow, collided with one of the dredges on the crossing and received some damage, which is being repaired.

The L. S. T. Co.'s steamers Japan, China and India are next winter to receive each 2 new Scotch 9 foot boilers and are also to be compounded.

The iron steamer J. H. Devereux arrived with her first cargo of wheat. She had on board 77,200 bushels, 5,000 bushels more than it was expected she would carry.

The old barge Colonel Brackett, which was ashore on Long Point, was released by the tug Rooth and towed here. She was leaking freely and one steam pump was kept in operation until she had been docked in the Union shipyard. It was believed that she had suffered no other damage than an opening of some seams and butts.

G. H. Notter has just finished a fine looking steam yacht for Sandusky parties. She is named the Henry Douglass, and will leave for Cleveland to-morrow.

Lake receipts for last week included 1,220,460 bushels wheat, 184,580 bushels corn and 22,700 bushels barley, a total of 1,427,740 bushels. Canal shipments comprised 694,210 bushels wheat, 116,670 bushels corn and 33,180 bushels rye, a total of 844,000 bushels. By lake were shipped 49,300 tons coal, the season's footing being 1,153,020 tons, against 1,158,170 tons for last year.

Captain F. S. Pope, who for some time was mate on the steamer Progress, is again ashore. Her former mate, who laid off owing to his wife's illness, has returned to his post.

The propeller Colorado, after discharging her cargo, will go into dock at the Mills yard for a new wheel. She broke a bucket off her old one by striking a log while coming out of Green Bay.

Captain George McLeod has gone to examine the wreck of the Guide Pfister and report condition. He left on the 12th. Pfister's hull is insured in the pool company for $20,745 and her cargo of 1,400 tons of hard coal, $6,000.

We are having a very severe gale from the east here to-day, with rain and cold weather. No arrivals since noon to-day. Water low.

WM.

CHICAGO.

Special to the Marine Record.

The schooner Charles E. Wyman made a remarkably quick trip between this port and Grand Haven. She left Chicago Friday at 9 p. m., took on her load of lumber at Grand Haven Saturday, and arrived at Chicago at noon on Sunday.

Captain Budge, of the Grand Haven Shipbuilding Company, paid a visit to Chicago Monday.

Captain C. E. Baker, of the schooner Thomas Hume, has had a patent granted to him for an improvement in propellers. He claims that by his new method of propelling he will be able to travel at the rate of forty or fifty miles an hour. After the season ends he will have a working model made which will prove his assertion to be correct. We wish him every success in his undertaking.

The schooner Driver got a new center board box, all new keelsons and rider keelson at the Grand Haven shipbuilding yard prior to her arrival at this port on Monday last.

At Miller Brothers drydock the schooner Thomas Hume was in for calking; the schooner William Smith for some new plank in her bottom and calking; the tug Charmer was at the derrick and got her stern bearing fixed; the schooner Maria Martin got a new foretopmast and jibboom; the barge Noquebay got a new windlass; the tug F. S. Butler was at the derrick and had her cabin and boiler taken out.

The tug F. S. Butler will be towed over to Saugatuck to be rebuilt by J. Martel.

At the Chicago Drydock Company's, one of Fitzsimmons & O'Connel's dump scows was in for calking; the schooners Agnes L. Potter and George Steel were also in for calking; the tug Alert to have her stern bearing fixed; the tug Satisfaction got her rail repaired; the schooner Imperial a new anchor stock.

Captain Richie, of the tug Alert, was fined $10 by Justice Meech for opening the bridge at Ashland avenue and proceeding through it. The bridge tender could not be found, and the captain of the tug, in endeavoring to carry out the city ordinance to have the bridge opened, got fined for so doing. It is rather hard luck to do the bridge tender's work and be fined into the bargain.

The schooner Maria Martin collided with the swing bridge at South Chicago last Friday and carried away her fore topmast and jibboom.

The schooner Pensaukee, recently ashore at Sand Beach, arrived at this port Sunday. She will go into drydock as soon as her cargo of coal is discharged.

Frank Williams, of the Union Drydock Company, arrived from Buffalo Wednesday morning, and will make a survey of the schooner Pensaukee, which has been placed in one of Miller Brothers' drydocks, on behalf of the insurance companies. Captain W. G. Keith will look after the interests of J. S. Dunham, her owner, and together they will assess the amount of damage done to the schooner by her recent going ashore at Sand Beach.

The Dunham Company's wrecking tug T. T. Morford took on coal at O. S. Richardson's dock and a 12 inch rotary pump on Wednesday and left for Traverse City to bring along the schooner Naiad, which is leaking badly, to this port.

Mayor Harrison has proved himself the friend of the vessel owner and vesselman by having vetoed the ordinance, recently passed by some of the city authorities to close the bridges over the river for two hours, morning and evening. He considered that the present allowance of time of one hour morning and evening, was sufficient and we give him credit for his good sound sense and judgment.

The schooner W. O. Goodman, in tow of the tug Miner, collided with the propeller Jay Gould Tuesday morning and damaged her arch. The Jay Gould was getting on some grain at the Indiana elevator, at the time of the collision.

While the schooner S. G. Andrews, of this port, was lying off Port Scott, Lake Michigan, waiting to load cedar posts, she was struck by a southeast gale. Her anchor chains parted and the vessel was driven high on the beach. The crew stripped her to-day, and she was abandoned as a total loss. She was built in 1856, and valued at $2,500.

WILLIAMS.

CHEBOYGAN.

The E. L. Coyne arrived Tuesday and reports the Thomas W. Palmer and Ogarita ashore on St. Martin's Reef, seven miles west of Detour. The tug Gladiator was dispatched to her, as also the Leviathan. The condition of the vessels is not obtainable. There was an east wind and gale, which is bad for them.

MARITIME LAW.

JETTISON—SACRIFICE MUST BE VOLUNTARY—CHARTER PARTY—WARRANTY OF MASTER.—PARKE VS. THE SCHOONER ADELE THACKERA.

U. S. District Court, Southern District of New York.

Brown, J.

This libel was filed to recover some $1,800, the share of the schooner and freight towards contribution for an alleged jettison of lumber during a voyage of the Adele Thackera from Brunswick, Ga., to New York, in November, 1883. Upon the trial an amendment of the libel was allowed so as to include an independent claim for the loss of the lumber on the ground that the master named in the charter had put the vessel on this voyage in charge of the mate.

The schooner took a part of the lumber on deck as customary, and sailed from Brunswick on November 9th. On the 13th, the entry in her log shows she encountered heavy weather. The entry reads as follows: "At 4 a. m. tremendous high cross sea; vessel shipped much water. At 5 a. m. deck load started and went off down to the rail; got fouled up in the running gear; had to cut gear and deck load lashings to let it get clear. * * * The wind afterward moderated, but again became a gale on the 14th."

The log of that date contains the following: "At 5 a. m. blowing a gale from W. S. W; what lumber was left on deck got adrift, and with hard work kept it from breaking our pumps, while sea after sea washed it overboard; some we had to cut to get clear of rigging * * * 15th at 6 p. m. everything movable gone from deck.

The vessel arrived at New York on the 23d. The protest sworn to the same day runs in nearly the same words. "November 13th 4 a. m. tremendous high cross sea running; vessel laboring hard and straining badly; 5 a. m. shipped an immense sea which started the deck load adrift; got fouled up in our running gear, was obliged to cut our deck load lashings and let it go clear—lost load down to rails."

Upon the trial the acting master Connell and the first mate, both testified that there were but a few sticks that were fouled with the running gear, and which from swinging back and forth had to be cut, and that all the rest were washed overboard and lost. Coursel for the libelant urge that this testimony is so clearly contrary to the statements of the log and protest that it should not be credited.

Without considering the question whether the jettison of the deck load, though shipped in accordance with the custom, gives rise to a claim for contribution (See Maclach. Ship. 668; 1 Pars. Ship & Admi. 353-4; Cram. vs. Aiken, 13 Maine 229; Hazelton vs. Manhattan Ins. Co., 12 Fed. Rep. 159,) to constitute such a claim the jettison must have been a voluntary sacrifice. (1 Pars. Ship & Adm. 346-351.) If the lumber in the condition which it had come to occupy through a peril of the seas, at the moment when the cutting of the lashings took place, was practically irrecoverable and of no value, then the cutting of the lashings, which was the only voluntary act, did not properly cause the loss of the lumber; practically it was lost already; the cutting of the lashings did not cause the loss of anything then of value, and hence was not a ground of claim. Stevens Avg. 15; Nickerson vs. Tyson, 8 Mass. 467; Johun vs. Chapman, 19 C. B. (N. S. 593; Shepherd vs. Kotgen, 2 C. P. Div. 585 C. A.)

The language of the log and of the protest, give no support to the belief, in the face of the testimony, that anything except a few sticks not already washed overboard, was cut away. It is not credible, indeed that one-third of the deck load which was above the rail, could actually hang overboard and remain alongside for any considerable time by such lashings. I conclude, therefore that the apparent discrepancy between the log and the testimony arises from the very brief and ambiguous form of the entries. The mate testified that he cut away but one lashing, and that that was what he meant was cut loose; not that the deck load was cut loose. But even if the whole deck load were hanging overboard after it had "gone off," as the log says, "down to the rail," I must hold it in that position irrecovable and valueless, and not a ground of claim as for a voluntary jettison upon the subsequent cutting of the lashings. The question is fully described in Shepherd vs. Kotgen, supra.

Upon the second ground of claim I am also satisfied that the libelant is not entitled to recover. The charter party is dated September 27th. It purports to be made between J. P. Kinney, master, of the first part, and the libelants of the second part; and agrees to freight and charter the vessel, then in New York, for a voyage from Brunswick to New York. There is no covenant that Kinney shall be the master for the voyage, nor any statement of who shall sail as master; but that the vessel shall be "tight staunch, strong, and in every way fitted for the voyage." Kinney was not previously known to the charterer, and it is clear that the personal services of Kinney as master were not an inducement to the contract. The description of "Kinney, master" as the party of the first part, is not a warranty that he shall sail as master on the voyage referred to; but that he was master at that time and competent to make the contract. The case is, therefore, the same in effect as if the owners had been the persons named as parties of the first part, with no mention of the master's name; and in that case, it is clear that a change of master by the owners after the charter was signed, would not have been a breach of any express or implied warranty. By the French Code de Commerce, Sect. 273, it is required that the master's name shall be stated in the charter. Nevertheless even under such a requirement of law it is held by the French Courts that unless the personal services of the master named were an inducement; to the contract, a change of master before sailing does not entitle the charterer to rescind the contract. (Valroger Comm. du Code de Com. Vol. 1, Sect. 286; Vol. 2, Sect. 679.)

Much stronger is the case for the owners where there is no law requiring any statement of the owner's name and where the usual form of charter parties does not embrace any such statement. (See Maclac, 360;) the former master in this case was duly appointed captain for this voyage. He signed the bill of lading for the lumber as master, and is so described in it. He was master for this voyage; and the evidence is that he was fully competent.

I cannot sustain the libel on either ground, and there must be judgment for the defendant with costs.

August 6, 1885.

SKETCHES OF LAKE TOWNS.

SANDUSKY, October 12.

Special Correspondence to the Marine Record:

HURON, O.

Everyone interested in lake navigation one or two generations ago, will have a vivid recollection of Huron, on the south shore of Lake Erie, and ten miles below Sandusky; a port which gloried in the possession of the best harbor on that lake, and one exceptionally easy of access; the first to open in the spring and the last to close in the fall. It was an important shipbuilding point at the earliest stage of lake navigation, and where were built in pioneer times the steamers Niagara, in 1825, of 180 tons; Sheldon Thompson, 242 tons, in 1830; United States, 366 tons, in 1832; Washington, 500 tons, in 1833; Delaware, 170 tons, in 1833; Columbus, 391 tons, in 1835; DeWitt Clinton, 493 tons, in 1835; Little Erie, 149 tons, in 1836; Cleveland, 580 tons, in 1837; Great Western, 780 tons, in 1838; General Scott, 240 tons, in 1838, and the Bonnie Maggie, 125 tons, in 1859, beside propellers which it is not necessary to enumerate. The propellers Sciota, in 1859, and the Mt. Vernon may be included in the list. The vessels of the sailing class are numerous, and would fill a large list.

A friend has showed us a relic in the shape of a ticket, ornamented with the "counterfeit presentiment" of a palatial side wheeler which reads: "The new and splendid upper cabin steamer, J. D. Morton, Captain C. C. Roby, will leave for Buffalo immediately after the arrival of the cars."

Huron lies fifty miles from Cleveland, and contains several churches, fifteen or twenty stores, and has about 2,000 inhabitants. Of the boat builders there in earlier times there were Captain Augustus Walker, many years a resident; Lundy, Hicox & Co., forwarders in 1857; Captains John and James Shook were residents, and died there which takes us back to 1837, and subsequently Jenkins & Tracy, Wickham & Co., and Fleeharty & Co., forwarders.

MILAN, O.

At a later era a Mr. Gay, at Milan, on the Huron river, ten miles above Huron, had an extensive shipyard, from which a fine class of vessels was turned out, which reached the lake through a deftly executed scheme of improving the river by means of a canal. But alas, the development of the railway system. To reverse an old axiom, "there is no great gain without some small loss," and both Huron and Milan were in a manner killed off through the aforesaid development. The opening of the Wheeling & Lake Erie railroad has, however, given both places a new lease of life. This road has two lake termini. From Norwalk the point of divergence to Toledo the distance is 64 miles; to Huron via Milan, 14 miles. Both these old time, well known places are now looking up, but in view of the unpromising state of traffic it is hardly necessary to add that there is no talk, not even a whisper, of the revival of the shipbuilding industry.

THE BAY CITY.

Sandusky, ten miles to the westward, and known as the "Bay City," has a capacious bay, twenty miles long, and from five to six miles in width, with an average depth of from ten to twelve feet. Excepting during heavy N.E. gales the harbor is easily approachable. It is the termini of several road lines, and during a course of years much shipbuilding has been carried on.

During the season of 1849 the cholera made terrible havoc among its inhabitants as was also the case among other lake cities. In near proximity are the Lake Erie islands, Kelleys, North Bass, Middle Bass, South Bass, Put-in-Bay, and Gibraltar, all of which are in daily connection with the above port. No more secure harbor of refuge is found in the lake region than Put-in-Bay.

Sandusky is entitled to the credit of the first shipment of wheat from any port west of Cleveland, which was shipped by Sardis Burchard, on board the schooner John Richards, a vessel of 100 tons burden, and worth about $4,000. The wheat cost 50c. per bushel, and the lake freight was 15c. The commerce of the port steadily progressed until quite recently it has slightly retrograded. Steam communication is steadily kept up, to and from all the principal ports, and during the summer season is daily visited by pleasure seekers.

In 1854 Sandusky had a total tonnage of of 5,222 tons of lake craft, which included 3 side-wheel steamers, 27 schooners and 19 scows.

PERRYSBURGH, O.

This place, situated on the Maumee river, eighteen miles from its entrance, was at one period a place of considerable note in a commercial point of view, dating as far back as 1800. Captain David Wilkeson, a veteran lake navigator, who died in 1873 at the age of 88, in May, 1815, was a sailor before the mast on board the schooner Black Snake, 25 tons burden, commanded by his uncle Captain Jacob Wilkeson, which visited that point, and where he subsequently made it his life-long home. He was then about 15 years of age. The vessel had a cargo of merchandise beside a number of passengers. She made two trips during that season from Cleveland, and on the second trip took back a load of fish which were caught by seines and were plentiful in that stream. Furs, fish and corn were the principal traffic.

In 1818 Captain David Hubbell sailed the schooner Pilot to and from that port, which prospered for many subsequent years.

Shipbuilding was carried on in the construction of steamers, propellers, and schooners, in which the Hollisters were largely interested. The first steamer constructed there was the Commodore Perry, 352 tons, in 1834, for the Hollisters, and Captain David Wilkeson, who commanded her throughout her existence and until dismantled in 1845. The Anthony Wayne, 390 tons, high pressure, in 1837, as was the Perry. The Messrs. Hollister, in connection with Captain Amos Pratt, were the owners, the latter commanding her. General Vance, 75 tons, high pressure, in 1839. John Marshall, 51 tons, high pressure, in 1838. Wabash, 34 tons, high pressure, in 1838. St. Louis, 618 tons, low pressure, in 1844, for the Hollisters, and first sailed by Captain G. W. Floyd, who died in California some years since. Superior, 507 tons, in 1845, for Captain D. Wilkeson, who commanded her. She had the engine formerly in the Perry. She was finally sold, and wrecked on Lake Superior, with thirty-five lives. The John Hollister, 300 tons, high pressure, was built in 1848 for the Hollisters, and commanded first by Captain Selah Dustin, now a resident of Detroit, and well along in years. To the foregoing may be added the propeller Samson, 250 tons, in 1843, one of the first built on the upper lakes. She was owned by the Hollisters, and first commanded by Captain Amos Pratt. The Princeton, 425 tons, in 1845, for same parties, and sailed also by Captain Pratt. She was a fine specimen of naval architecture, though somewhat cranky. She came out with three masts, two of which were subsequently removed, owing to the crankiness.

Perrysburgh continues to be visited by small steamers, though the prestige of its earlier times has grown dim and its former activity has become history of the past.

Opposite Perrysburgh lies

MAUMEE CITY,

which, for a time, was a point of considerable enterprise, and, as in the case of the former city, is seldom heard of in the line of commerce or vessel interests. In earlier years vessel building was carried on, the following steamers having had their birth at that place: Steamer Chesapeake, 412 tons, low pressure, in 1838, for Barney, Waring & Co., Cleveland, and first sailed by Captain D. Howe. The General Harrison, 363 tons, high pressure, in 1839, commanded first by Captain I. T. Pheatt. She was propelled by the engine formerly in the steamboat Oliver Newberry, and was lost in 1854 on Lake Michigan. Steamer J. Wolcott, 80 tons, high pressure, in 1844, commanded by Captain Choate. Steamer Troy, 547 tons, high pressure, in 1845. She was owned by Griffith & Co., of Buffalo, and first sailed by Captain S. F. Atwood, still living at Mt. Clemens, Mich. Steamer Albion, 132 tons, high pressure, in 1848, and sailed by Captain C. H. Carey, now a resident of Detroit. Minnesota, 749 tons, in 1851, for Holt, Palmer & Co., of Buffalo, Captain J. H. Brett. Engine formerly in the Rochester. The propeller Globe, 319 tons, in 1846, Captain C. H. Ludlow, which completes the history of that once enterprising town.

J. W. H.

CHINESE CUSTOMS REGULATION.

WASHINGTON, D. C., September 30.

To the Editor of the Marine Record:

I transmit herewith a copy of an official despatch from Pekin, relative to the rules adopted by the Chinese government authorities for steamers not engaged in trade at the treaty ports. Very respectfully,

JARVIS PATTEN, Commissioner.

LEGATION OF THE UNITED STATES,
PEKING, August 14, 1885.

Mr. Smithers to Secretary Bayard:

SIR: As a further reference to my despatch No. 39, dated July 24, 1885, in which I informed you that the inspector general of Chinese maritime customs had presented to the consideration of the government rules to govern the issuance of permits to small steam vessels not engaged in trade navigating on the interior waterways of China, I have now the honor to forward to you herewith a copy of these rules as enacted by the Tsung-li Yamen.

These regulations do not contain any provisions by which the missionary steam launch Glad Tidings might be used by its owners in traveling on the Yangtye and its affluents. Perhaps some clause may be added hereafter which may exempt it from exclusion from Chinese waters, but in the present spirit of the authorities toward missionaries in general, this does not seem probable.

(Signed) E. J. SMITHERS.

The following enclosure to No. 49 is a copy of seven rules, issued as an experiment, regulating the issuance of permits or licenses to small steam vessels built for Chinese, for Shang hai and other treaty ports:

1. Whenever a small steam vessel is to be built in a shipyard, the owner, before the completion of the vessel, must present particulars of construction to the customs, which office will depute an officer of the harbor master's department to measure her tonnage and make out a certificate, and the superintendent of customs will, on application, issue a license or permit to the owner, which document is to be kept by him as his authority.

2. Whenever an application is made to the customs for a license or permit for a small steam vessel (the owner of the vessel) is to pay a license fee according to the value of the vessel, i e. a vessel below the value of 5,000 taels, a fee of 25 taels, and above 5,000 taels a fee of 50 taels.

3. All small steam vessels having licenses issued by the customs (excepting steamers or tugs for towing purposes, which vessels have to pay tonnage dues under special regulations) are exempt from the payment of said dues.

4. All small steam vessels, whether mercantile or official, which have received a license or permit from the customs, must present said document to the customs once a year for inspection.

5. All small steam vessels now running, must, in accordance with the present fixed regulations, be reported to the customs, and their tonnage measured by the harbor master, and obtain a license the same as other small steam vessels.

6. All small vessels of this class will only be permitted to run at the coast treaty ports; they will not be allowed to carry merchandise or passengers, and will not be permitted to run on the interior creeks or rivers, neither to trade at non-trading treaty ports on the coast of China. Any violation of this rule will be punished by the imposition of a fine and vessel and goods confiscated. Vessels (small steamers) bought by officials, must be reported to the authorities who will issue a permit and record the number of the vessel so that they can be examined. The permit will state that the vessel is for official use, and allowed to proceed on the interior rivers, and to carry official articles; but not merchandise, passengers, or to engage in trade, thus showing that such vessels are different from those engaged in trade.

7. The foregoing seven articles are at present issued as a temporary measure, and all the customs authorities will be instructed to carry them into effect accordingly. Should, after a trial of two years, they be found to work without regularity, it will then be considered as to the additions or changes necessary to be made, and a permanent set of regulations issued.

Appended is a copy of special regulations for the Shanghai customs:

Chinese and foreigners who wish to hire small steam vessels temporarily for the purpose of making excursions into the interior, must report to the customs authorities, and obtain a pass to be in readiness for examination along the route, and on the day of their return the said pass must be canceled.

When passing the barriers they must stop for examination. They must not clandestinely carry merchandise or contraband articles. If there is any violation of this rule the vessel will be detained (and offenders) punished.

Still further, should Chinese officials hire vessels, they will also have to report to the customs, and obtain a "pass for an official hired vessel." The same rule will apply.

PRINTING ON SHIPBOARD.

To the Editor of the Marine Record.

Noticing a paragraph in the RECORD about publishing papers at sea, in 1851, on the Great Britain, for Australia, allow me to mention that in 1852, while crossing the Atlantic in the bark Tay, I set up the type on deck, and helped to print five pages of my notes of a voyage of forty-three days from Greenock to Quebec. Eighty full copies were issued, half of which were sold at cost, six cents each, to the passengers, and the balance taken by Captain Adams to Glasgow on his return voyage. Twenty-one years ago a copy of this souvenir came from the old country and was lodged with the Chicago Historical Society, which perished in the great fire of 1871.

The principal incident among a crowd of 300 sleepers was 50 of the 500 tons of rail road iron getting loose during a storm, the vessel being hove to. Tardy was the captain to get into the hold and observe what damage was going on, but he noticed that if not checked, all would be lost within fifteen minutes. With a will the bedding of the passengers was thrown in to break the concussion under the water line, while the vessel, like a race horse, sailed all night before the wind. The phosphoresent waves, gleaming in the darkness, rose above the bulwarks, rocking the bark like a piece of cork, in the cradle of the deep. The hours of apprehension, suspense and fear soon gave place to a joy that lulled the terrified to sleep.

JAMES BARNET.

Publisher of the Coast Pilot for the lakes, since 1859.

PROVIDENCE WINDLASSES.

The British have always used a friction locking gear, but it is a cumbersome arrangement and brings a strain on the outside bitts. It is costly, gets out of repair easily and requires a great amount of force to operate it. The American Ship Windlass Company of Providence, R. I., have now brought out an improved locking mechanism invented and patented by F. A. Grater, which possesses the following advantages: First, it is more reliable than any friction locking gear ever made, as it has immense power and therefore requires very little force to operate. Second, it can be locked or unlocked in any position, no matter how much strain is on the windlass, and can be done instantly by one man. Third, it relieves the chain from sudden strains, as it will give a little in such cases, thereby preventing breaking of chain or windlass. This last is very important, especially in yachts where the windlass and chains must be very light. Under a very severe and sudden strain the wildcat will yield a little and then stop. This is proved by actual and practical tests. There is no doubt but what this style of windlass is to become the windlass of the future. All the new yachts built lately of any size have adopted the Providence yacht windlass, as the list shows, and it is replacing rapidly other styles.

The following yachts have been furnished with Providence windlass.

Yacht Adrienne, Jacob Platf, Boston.

Yacht Brunhilda, J. J. Phelps, New York.

Yacht America, B. F. Butler, Boston, replaced a Jackson windlass.

Yacht Clytie, Anson P. Stokes, New York, replaced a Perley windlass.

Yacht Huron, Wm. Gray, Boston, replaced a Perley windlass.

Yacht Coronet, R. T. Bush, New York.

Yacht Gevalia, Geo. M. Winslow, Boston.

Yacht Flossie, Dunn & Elliot, Thomaston, Me.

Yacht Priscilla, James Gordon Bennett and others, New York.

Yacht Puritan, Edward Burgess, agent, Boston.

Yacht Winona, B. F. Horsford, Boston, replaced a Perley windlass.

Steam yacht Cora, John A. Morris, New York.

Steam yacht Sarah A. Jencks, Jencks Bros., Troy, N. Y.

Steam yacht No. 246, Wm. Cramp & Sons Co., Philadelphia.

Steam yacht Sentinel, John L. Aspinwall, replaced a Thayer windlass.

Steam yacht ——, J. Malcolm Forbes, New Bedford.

Steam yacht Wanda, Stillman & Woodward, New York, replaced a Jos. P. Manton windlass.

DUTY OF COAL.

Notwithstanding the well known imperfections in all appliances for utalizing the full amount of energy which is due to the combustion of coal, both on land and water, the great improvements in that direction which have been made during the last quarter of a century are indeed remarkable. A single example, for instance, is afforded in in the case of the steamer Burgos, built especially to carry cargoes cheaply at a low speed, and which left England for China with a cargo weighing 5,600,000 pounds. During the first part of the voyage, from Plymouth to Alexandria, the consumption of coal was 282,240 pounds, the distance being 3,380 miles; the consumption per mile was, therefore, only 83.5 pounds, and the consumption per ton of cargo per mile, 0.028 pound; in other words, half an ounce of coal propelled one ton of cargo per mile. It is further stated that the best locomotive performance in this country shows a consumption of about two ounces of coal per ton of freight hauled one mile, at the rate of 13 miles an hour, including stoppages; on lines having grades of from 53 to 70 feet per mile, the consumption often rises to five or more ounces.—*N. Y. Sun.*

THE TRUE SAILOR.

The true sailor is a modest, burly fellow, who has no great stock of phrases, and who never brags, is dauntless to the last degree; but he is quite free from self consciousness, and he never lets anything discompose him greatly. One of these men was washed overboard during a ten days' gale in the Bay of Biscay by a heavy sea. The next sea lifted him clear over the rail again, and he landed on deck. It never struck him to go forward and change his clothes—he was wet through before, so he went on with his work, and said nothing whatever about the occurrence. Such homely men are doing brave things all the year round.

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LIEUT. COL. JOHN W. BARLOW,
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MAJOR W. H. BENYAURD,
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COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Oct. 7, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Oct. 3, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,380	.....	Sc.	Ann Bayan,	8 78	8.34	Now Berne, N. C.
106,381	.....	Sc.	A. V. Asplen,	8.92	8 47	Cambridge, Md.
3,335	.....	Sc.	Butcher Boy,	10.18	9.67	Cambridge, Md.
3,336	.....	Sl.	Brothers,	8.57	8.14	Norfolk, Va.
126,324	K D F Q	Sc.	Cornelia Soule,	306.25	*290.94	New London, Conn.
135,862	.....	Sc.	Effie C. Smith,	10.50	9.98	Crisfield, Md.
120,627	K D F P	Sc.	Fannie and Fay,	233.33	221.67	New London, Conn.
85,900	.....	Sl.	George Beaulah,	6.04	5.74	Norfolk, Va.
100,388	.....	Sc.	Irene,	33.53	31.85	Key West, Fla.
76,397	.....	Sl.	Joe,	9.52	9.04	Dharleston, S. C.
91,798	.....	Sc.	Mary E. Stewart,	8.20	7.79	Baltimore, Md.
91,799	.....	Sl.	Marshal Tarr,	9.	8.55	Glouceeter, Mass.
			STEAM VESSELS.			
85,901	.....	St. p.	G. B. Monteith,	69.03	62.91	Wheeling, W. Va.
85,902	.....	St. p.	Grace Velie,	58.50	53 22	do do
95,861	.....	St. s.	Henry Douglass,	17.76	8.88	Toledo, O.
91,797	.....	St. p.	Milton H. Smith,	.....	110.19	Pensacola, Fla.
116,072	.....	St. p.	Sawyer,	39.93	24.38	Wheeling, W. Va.
116,073	.....	St. s.	S. F. Sprague,	11.35	10.80	Freeport, N. Y.
81,089	.....	St. s.	William F. Reed,	30.09	15.05	New York, N. Y.
			UNRIG'D VESSELS.			
37,510	.....	Barge.	Foam,	129.34	129.34	Buffalo, N. Y.

JARVIS PATTEN, Commissioner of Navigation.

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Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 15 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 26, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No, 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	**Arrive.**	**Depart.**
Chicago Accommodation	.....	*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.45 p. m., §1.35 p. m.

EUCLID ACCOMMODATION.

Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m., §8 45 a. m., §12.15 p. m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

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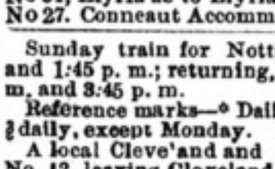

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The Marine Record.

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A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, OCTOBER 15.

ENTRY AND CLEARANCE FEES.

We are in receipt of a communication from a subscriber regarding the customs regulation as amended July 5, 1884, in relation to entrance and clearance fees, which it seems, is ambiguous to a certain extent, and under ruling of the secretary of the treasury does not operate to the intent and purpose of the new act. Following is the circular:

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., July 14, 1885.

To Collectors of Customs and others concerned:

The attention of the Department has been directed to the inequality of the fees exacted of vessels clearing from a port in one district to a port in another district, and of vessels clearing from a port in one district to a port or place in another district at which there is no custom house, on the northern frontiers.

The fee exacted for clearance from a port in one, to a port in another district is ten cents, under the Act of July 5, 1884, (printed decision No. 6460,) while the fee exacted for clearance from a port in one district to a port or place in another district at which there is no custom house is twenty-five or fifty cents, according to the burden of the vessel, under section 4382, R. S., paragraphs 10 and 11, and the practice thereunder

It will be observed that paragraphs 10 and 11, section 4382, R. S., by their specific wording, apply only to vessels "laden with a cargo destined for a port or place in another district at which there is no custom-house," and that section 2 of the Act of July 5, 1884, applies to all licensed vessels going from district to district on the northern frontier and not excepted from its operation.

The construction formerly placed upon the provisions of section 4382, R. S., in regard to entry and clearance fees, must be regarded as modified by the Act of July 5, 1884, the intent of which was clearly to provide a uniform fee of ten cents for the coastwise entry and clearance of enrolled and licensed vessels. In this view of the law, the Department is of opinion that paragraphs 10 and 11, section 4382, R. S., must be considered as forming an exception to the operation of the second section of the Act of July 5, 1884, only in the case specifically defined in said paragraphs.

There will henceforth be charged, on the northern, northeastern and northwestern frontiers, the following fees:

For all coastwise entries of enrolled and licensed vessels at a port in one district from another district, each 10 cents.

For all coastwise clearances of enrolled and licensed vessels from a port in one district to another district, (except where a vessel clears to a port or place in another district at which there is no custom-house, *having on board cargo for said place,*) each 10 cents.

For all coastwise clearances of enrolled and licensed vessels from a port in one district to a port or place in another district at which there is no custom-house, *having on board cargo destined for said place,* the fees provided by paragraphs 10 and 11, section 4382, R. S, according to the burden of vessel, each, 25 or 50 cents.

For all other clearances to ports or places in other districts at which there are no custom houses, than the one specifically set forth above, each, 10 cents.

Collectors of customs will conform their practice hereto.

DANIEL MANNING, Secretary.

It will be seen that Secretary Manning is of the opinion that the object of the act was to establish a uniform fee of ten cents, and it is so construed with the exception of paragraphs 10 and 11, section 4382, R. S., which read: "For all coastwise clearances of a vessel from a port in one district to a port or place in another district at which there is no custom house, *having on board cargo destined for said place*, each 25 or 50 cents, according to the burden of the vessel (under or over 50 tons), while paragraph 12 provides "For all other clearances to ports or places in other districts at which there are no custom houses, than the one specifically set forth above, each 10 cents." We are, therefore, of the opinion that the congress passing the act of July 5th did not take cognizance of the specific wording of the law it was amending, as the paragraphs of the section 4382 R. S., were amended or repealed separately, and on coming to paragraphs 10 and 11 it stopped as if by collision with something met and acted on before, and left those two important points unchanged. In other words, congress did not complete its contract and should be asked to do it over this winter.

GRAND RESULT OF ENGINEERING SKILL.

In 1848 work was begun for the removal of the rocks in Hell Gate channel in order that vessels desiring to enter Long Island sound from East river might do so without danger or difficulty, that mariners might find a clear channel through which to shape their course. The greatest impediment to this desirable end was, on October 10, at 11:15 o'clock, dissolved by the rending of Flood Rock. The work has been under the immediate direction and supervision of General John Newton and Lieutenant G. M. Derby, United States engineer corps, and the final act, the explosion of 300,000 pounds of dynamite, etc., with which the tunnels and excavations were charged, was performed by the gentle touch of a little lady, General Newton's daughter, who, nine years ago in the same manner, moved to action the explosives which shattered Hallett's reef. As regards the success of the work there is no doubt, both as to scientific and engineering skill. The channel is now estimated to be 1,200 to 1,500 feet wide, and will accommodate ocean vessels of the largest class, and many will avail themselves of the saving of over forty miles which the sound route offers over that of New York bay. With the aid of the light on Hallett's point, which throws its powerful rays over the whole of Hell Gate channel, the passage through this once dangerous locality will be safe night and day. This has been accomplished at a cost of about one million dollars, and is, perhaps, one of the most important and difficult feats in engineering ever accomplished. The roof of the chambers mined by the engineers had an area of over nine acres, fifteen feet thick, and the total length of the galleries was about four miles. It is said that owing to the difficulty of laying a wire from the rocks to the main land an automatic exploding battery was designed by General Newton and placed in position by Lieutenant Derby but fifteen minutes before the electric button was touched. The next work in connection with the improvement of Hell Gate channel will be that of leveling off Frying Pan reef, which now has but eighteen feet of water over it at low tide. When this is done there will be a straight channel through.

THE secretary of the treasury has issued the following amended regulation concerning the ductility of steel boiler plates, which applies to all thicknesses, and which will be in force until the supervising inspectors meet again, in January:

TREASURY DEPARTMENT,
WASHINGTON, D. C., Sept. 28, 1885.

Supervising and Local Inspectors of Steam Vessels, and Others:

It having been ascertained to the satisfaction of the department that the regulation promulgated in department circular No. 29, February 25, 1885, to take effect September 1 inst., requiring a reduction of area of 53 per cent. on all steel boiler plates of 65,000 pounds, tensile strength and upward, is an actual prohibition of the manufacture of such plates, said regulation is hereby modified so as to require area as follows:

Tensile strength.	Reduction of area.
70,000 pounds	43 per cent.
65,000 "	50 "
60,000 "	55 "

This regulation will remain in force unless otherwise ordered at the close of the next annual meeting of the board of supervising inspectors.

DANIEL MANNING,
Secretary.

WE are compelled to tally two more shortages at Buffalo, the schooner L. Seaton, Detroit to Buffalo, short 182 bushels wheat; propeller Onoko, Chicago to Buffalo, short 247 bushels. We are in receipt of statements and affidavits from Duluth, the length of which precludes their publication this week, which should receive the attention they deserve by vessel owners and masters and be acted on by all lake organizations. The mystery regarding shortages is the most prolific but untangible evil that we now have to contend with, and, as we have observed, deserves the closest scrutiny. It is to be hoped that the work of the Lake Carriers conference at Buffalo will include this question and that the conference will be able to bring some light to bear on the dark ways of the elevator people, locate the theft and remedy the evil. Documents referred to above will be contained in next week's MARINE RECORD.

THE convention at Ishpeming, Mich., which is called for the 18th inst., should be largely attended and a will arranged programe adopted to further the interests of lake navigation. A convention of like character will soon be held in Detroit to which delegates will be invited from eastern cities and lake ports. These conventions will be important as to their influence on Congress looking toward adequate appropriations to forward the work of improving our lake harbors and tributary waterways, and all propositions and recommendations to be urged by the conventions to Congress should contain the leaven of common sense and practicability. Senators Conger, Palmer and Frye will make a good combination to forward any improvement that may be desired.

THE authorities in Oswego have been having an interesting time in protecting the coal scattered along the beach from the barges Tuscarora and Johnson, recently stranded near the fort, from being carted away by the inhabitants, who consider it an inalienable right to appropriate to immediate use any wreckage that is thrown up at their doors by the elements, without regard to the rights of owners and purchasers. The matter has finally been adjusted, however, and the purchasers of the coal upheld in their proprietorship.

WE desire to ask the attention of readers to the review of a new nautical work in the RECORD of the 8th inst. The book in question is a complete dictionary of nautical terms, and locates for the reader, by a system of illustrations, the most minute detail in the construction of a vessel and her machinery. The book can be procured of Ferd Schnitzspahn, sole agent for the United States, box 1025, New York City.

AT a meeting of a committee of the Vessel Owners' and Captains' national association, held in Boston on the 1st of October, a form of bill of lading was adopted for the association which will be submitted to the association, a general meeting of which will be called for on the 15th inst. If the form is found to cover all the requirements it will be adopted and copyrighted.

THE aggregate supply of wheat in sight in the United States (exclusive of California and Oregon and Canada), is now 43,632,800 bushels, and that of corn 6,182,500 bushels,—against, on the preceding weekly exhibit, an aggregate of 43,047,300 bushels wheat and 6,012,900 bushels corn, and a year ago, 26,251,100 bushels wheat, and 7,328,850 bushels corn.

ON another page will be found extracts from the Chinese customs regulations regarding missionary vessels desiring to navigate the waters of that country.

FLOOD ROCK SHATTERED.

It was precisely 11:15 o'clock when the people waiting to see Flood Rock go up in the air heard a dull, crackling noise, as if a thunder cloud were bursting in the middle of the earth instead of overhead. There was nothing sharp about it, as the report of exploding dynamite usually is, nor was the tremor of the earth so great as to cause alarm. It felt just as if an immense ball were rolling around underneath the surface trying to find some opening through which to get out into the air. On the spot to which all eyes were directed, however, there was quite a commotion. An immense wall of frothing, seething water was rapidly rising, apparently out of the very rocks they had just seen. First but a thin column of a light bluish tint was outlined against the sunny sky of the morning. It rapidly increased in volume and in height, however, and as it did so it became a purer white. Another column and still another shot up on either side of the first one, but the difference in time between their rising was so short that the three shot up almost simultaneously.

When they had reached a summit of fully 300 feet the spectators imagined that they were gazing from afar off on a short range of snow capped mountains, whose white tops were half hidden from view in a pale-blue mist. The crackling noise had ceased, however, and only a dull rumble could be heard. The three geysers gradually lowered, but they subsided much slower than they had shot up. As they got lower they lost their whiteness. When the mixture of water, rock and sticks was at the height of fifty feet the column assumed a yellowish tint, which changed further down to a clay color. Finally, the whole mass broke up into hundreds of pygmy mountains, almost black with dirt and rock. It looked like a circus field, with the big performing tent in the center and the side show tents scattered all around it. The first thing that was discernible through the mist was the old derrick. Its outlines could be seen in the midst of the column when it was about twenty-five feet above the ground. It was still intact, and landed on its side on the shattered mass. Then the sticks and stones began to fly. Thousands of fragments shot up in the air as fast as they could be pushed out of the opening in the earth, but their course was fortunately straight up and down. In less than half a minute the rumbling noise had ceased, the flying objects had fallen back into the river, and all was over. The waters eddied about the spot with great fury, and lashed themselves into big waves of foam, but 100 yards away there was not the faintest sign of the immense commotion that had taken place.

In the meantime the steamers were blowing their shrill whistles, thousand of people were waving handkerchiefs and shouting, and flags were thrown to the breeze from innumerable staffs in sight from the shore. The spouting of the water seemed to be the signal for vessels of all sizes to make for the spot where Flood Rock had stood. Hundreds of little rowboats seemed to have come up from beneath the water and made its surface black, while steam launches, yachts, schooners, and even the excursion steamers started to make a tour around the spot.

[*Around the Lakes Continued from 1st Page.*]

EAST SAGINAW.

Special to the Marine Record.

The tug Daisy Lee brought the remains of the burned barge Iosco to the city Monday from the Bay City drydock. She is being converted into a lighter, and when completed will be the largest lighter on the river, and quite a profitable investment for her owners, who have contracts for transferring large quantities of salt.

It is thought about three weeks more will wind up the Tittabawassee Boom Company's work, and a half dozen tugs will be on the market for something beside log towing.

A. C. McLean, the vessel broker and agent, reports the following charters during the past week: Steambarges Huron City, D. F. Rose, D. W. Powers and A. A. Turner; barges J. A. McDougall, B. B. Buckhout, Sunshine, Antonio, Boscobel, Marine City, and S. A. Irish, all from Bay City to Tonawanda at $1.50. Barges Tim Baker, Spademan, J. E. Sparrow, Montpelier, G. D. Morris, H. W. Hoag, C. H. Davis, Seminole, and Mariner, all from this city to Buffalo and Tonawanda at $1,62½. Barge Golden Harvest to Cleveland at $1.37½.

Lumber freights remain steady and a rise is looked for at an early day. SHAW.

BAY CITY.

Special to the Marine Record.

Work on the new schooner, building at Davidson's shipyard, is progressing finely. The spars were placed in position on Saturday, and it is expected she will be in the water within the next ten days.

The tug W. W. Richardson was inspected Saturday and proved all OK, and it is understood, will be taken to Toledo to do harbor towing.

On the last trip of the United States inspectors, Cole & Leighton, to this city, it was found that a number of foreigners had applied for licenses, and were actually running marine machinery without licenses. They were all put ashore, however, after a very few words. SHAW.

DULUTH.

At 8 o'clock Saturday night the steamship City of Rome with the schooner Guido Pfister in tow, both coal laden from Buffalo arrived off this harbor and signaled for a tug. The Pfister was cast off but the tug failed to get her line and she drifted on the beach. She lies on sandy bottom and is pounding badly and will prove a total wreck. The hull is insured in the pool companies for $20,745, and her cargo covered with $6,000 in the Continental. Much of the coal can, of course, be saved. The vessel was built in 1873 by Hanson at Manitowoc. In 1880 she stranded at the foot of Lake Michigan and was released. Smith and Davis, of this city, bought the wreck and in 1881 had her thoroughly repaired by her builder under the supervision of Captain John Martin, who sailed her until the close of 1883. Captain Burke sailed her last year and also thus far this season. She had a rating of A2 and a valuation of $25,000.

MIDLAND.

Barge Metamora is ashore at Byng inlet. There are no particulars at this writing.

DETROIT.

Special to the Marine Record.

Oct. 12.—Something of a stir was created at this port on Thursday on the arrival of the Canadian propeller Cuba from Montreal, laden with pig iron, for a landing on the River St. Clair. The captain called at the custom house for the requisite papers to permit her to take on a supply of coal here. When the port of her departure was announced, and the well known fact that small pox was raging there, Health Officer Wright, of this city, was at once notified. He visited the steamer, which was lying at the foot of Third street, and the men were putting on board the coal. The crew, of about twelve or fourteen persons, were at once arrested and the propeller quarantined. The captain and purser admitted, under oath, that a sailor, sick with small pox, had been left ashore in Chicago on September 18, and also one at St. Catharines a short time previous while en route to Chicago. The steamer has since been to Montreal and left that diseased port October 2. The crew when arrested were all examined by the health officer, when it was shown that all had been vaccinated some time previous and bore only the marks. They were vaccinated as a greater safety, and a quantity of sulphur burned on the boat, and no outsider allowed on board. Not long after she was permitted to proceed on her voyage.

Captain Frank Danger, the well known tug man of Port Huron, was in the city Friday, and announced that he was a candidate for the position of inspector of hulls at that port, but not positive whether he would be successful or not.

Quite an exciting yacht race took place on Thursday which gave excellent pastime to a large number interested in such matters. The yachts in question were the Patrol and the Jennie J., the former in command of Captain A. I. McLeod and the latter by Captain Charles F. June. There were other yachts took part in the affair, but did not amount to anything of moment in the contest. The judges were Captain Joseph Nicholson and Mr. Geo. H. Lesher. The race came off on Lake St. Clair, starting at 10:30 in the morning, attended with stiff northwest breeze and occasionally puffy. During the strife it was evident that by the wind the Jennie was the best sailer, and the Patrol of better speed with the wind free, and it was owing chiefly to the latter fact that the Patrol came out victor, defeating her opponent by 17½ seconds. The other four yachts came along soon after.

The notices filed at Detroit for canceling of hull policies on the first of this month were all withdrawn before it was too late. The propellers Haskell and Averell, now laid up at Detroit are still insured and ready to sail.

For several nights past, thick weather has prevailed on the rivers, and on one or two occasions the fog, very dense, extended out upon the lakes.

The propeller Fountain City, bound for Lake Superior, grounded at Ecorse, a few miles below this city, remaining there some ten hours. The ferry steamer Garland went to her assistance and lightered a portion of her cargo when she worked off.

There is a middle ground or shoal opposite one of the elevators at the lower part of the city which has been of much annoyance for a long period and should be removed at all hazards. A day or two since the steambarge Kasota fetched up there, also the steambarge George C. Spencer, the latter having in tow the large schooner David Dows, which also grounded. Both steamers and vessel were released by the steambarge Schoolcraft without damage aside from a few hours detention

Reports of snow storms on Lake Huron Thursday, reached here and was evidenced by a slight flurry in this city on the same day.

Captain Thomas Honner, of the steamer Iron Duke, reports negligence on the part of the keeper of Passage Island light, in not sounding the signal during thick weather on some occasions, and that on the night of September 19 the Iron Duke was obliged to lay to, not more than three miles from land, in a dense fog, and between 9 o'clock up to midnight the fog whistle was not once sounded. The steamship S. J. Macy was in the same locality, and can attest to the foregoing statement. As complaints of a like character have been noticed on various occasions, these grave charges should be inquired into.

The captain of a steamer reported the fog so thick on the River St. Clair Friday morning that it might have been cut with a knife, during which the barge Jeremiah Godfrey, in tow of the steambarge J. H. Farwell, went broadside on the head of Stag island, on the River St. Clair. She was laden with ore from Marquette for an Ohio port. The island being in Canadian waters, permission was necessary to be had from that government before an American tug could go to her release. This, after a brief delay was granted, and the tug Kitty Haight sent to her relief from Port Huron, which, with the assistance of the Farwell, released the stranded barge after some lightering.

Steamers plying between Detroit lake shore ports, and as far west as the Straits, are carrying large freights, consisting chiefly of supplies.

The propeller Argyle, a Canadian boat, of 367 tons burden, built at St. Catharines, in 1872, which passed down a day or two since for Kingston, has been sold to the Kingston & Montreal Freighting Company, the price not known. Latterly she has been plying between Duluth and Port Arthur, on Lake Superior. She is to be lengthened fifteen feet and converted into a steambarge. Next season she will run between Kingston and Toledo.

The propeller Massassauga is receiving a new Hazelton at the Riverside Works in this city, and is to be fitted with a water burner, invented by Mr. Hazelton, of New York city, who has arrived here to superintend the work. This new invention has proved a success, and it is claimed that steam can be made from 30 to 40 per cent. faster with slack and a water burner than with lump coal and no burner.

The tug A. W. Colton, of Toledo, has received a new wheel at the Detroit drydock. The steamer Chief Justice Waite is undergoing a general overhauling. The Canadian propeller Armenia is there to have a leak stopped. The Morley, which has been lying here for some time, was placed in the same dock and had her hold thoroughly cleansed. The steam yacht Pastime also received some attention.

The propeller Atlantic, of Grummond's Mackinac line, on her last trip, had a full freight and passenger list, and returned on Saturday evening well patronized.

It was reported a few days since that the barge Groton had two and a half feet of water in her hold. The captain, however, indignantly denies the statement. She arrived at Alpena in good shape, and took on a cargo of lumber.

Captain J. P. Hodges has retired from the command of the steam yacht Pastime, and is succeeded by Captain Joe Waltman.

The barge C. J. Johnson, which has been lying at Marine City nearly all summer, has sunk in Belle river. She has been out of commission since her owner, Captain Weeks, suicided on board early in the season.

The small steamer Pickup, owned on the River St. Clair, and which has been in the excursion business at Buffalo, has returned to her home quarters and laid up.

During the week past freights have slightly improved, and there is a more active demand for vessels. Wheat to Oswego at 3¾c., Buffalo, 1¾c., to Ogdensburgh 4⅜c. Port Huron to Buffalo, wheat, 2c. The Iron Duke and Iron Cliff, coal from Toledo to Duluth, 45c. The advance is hardly worthy of note at this period of the season.

The schooner L. Seaton which took on a cargo of 16,000 bushels of wheat at this port for Buffalo a few days ago, was short at that port 182 bushels. A hole in the skimmer somewhere.

The latest reports from the Sault regarding the raising of the Quebec render it almost certain that she has been removed into shoal water, and this accomplished, it is only a matter of a few days when she will be got to a point for repairs.

On Friday night the steambarge Toledo ran foul of a dredge at the Lime Kiln crossing, doing considerable damage. The same night, one of the barges of the steambarge Siberia's tow, stranded on the ledge in consequence of the tow line parting. After a delay of several hours she was released by a tug from Malden. Damages not stated.

The steambarge Tecumseh left here for Georgian Bay, having in tow the barge Cavalier, freighted with chains which are to be used in the making up of rafts for next season's transportation.

Mr. Carter, the efficient manager of the Detroit & Cleveland line of steamers, has gone to New York and Boston to examine into the latest improvements of steamboat finishings, which will be applied to the company's new steamer City of Cleveland.

The steambarge W. Arnold, launched recently at Wheeler's shipyard, Bay City, passed down on her maiden trip Saturday afternoon, presenting the appearance of a well gotten up craft.

The tug Mocking Bird, which was sent to Ashland, Lake Superior, to release the barge Favorite, is making good progress on her mission.

The steamer Idlewild, on her upward passage yesterday, broke her crosshead on reaching the River St. Clair. The steamer Mary conveyed her passengers to their destination.

The steambarge J. H. Farwell, after her difficulty in the River St. Clair, struck Fighting Island Sunday night and went hard on. Her two barges also grounded. Two tugs with lighters are now releasing them.

The schooner George C. Finney now here, on her recent passage up from Buffalo, had her centerboard damaged by heavy weather. It will be repaired on her return to that port.

HALL.

MILWAUKEE.

Special to the Marine Record.

Owing to the prevailing bad weather for the past week there has not been many arrivals, with the exceptions of the regular line boats. The steambarge J. H. Devereux was loaded with 80,000 bushels of wheat for Buffalo on the 10th at a through rate equivalent to 2c per bushel; the Wm. Chisholm loads at the same rate 70,000 bushels of wheat for Buffalo; the schooner Moonlight loaded 50,000 bushels Saturday and got away for below the same evening. The Moonlight had been in ordinary here for two weeks and when handsome Captain Sullivan received word that she was chartered the happy look that o'er spread his countenance would have served as an illumination for a small village on a forth of July evening. It took him about twenty minutes to get a tug and get started for the elevator, and if there is anything in a 2¼c freight he is the man to get it out. The schooner C. C. Barnes was chartered on the 9th to load 40,000 bushels of barley at 2⅛ cents. She was also in ordinary, having been stripped. This is the first wheat shipment from this port for months and the present indications are that it will keep on moving.

The Anchor line barge Allegheny put in here on the 10th, having lost her head sails in a squall. She had been in tow of the propeller Alaska but on account of heavy weather the Alaska was obliged to drop her on Thursday morning. The captain stated that he would have went it alone all right if his sails had held out. He will complete the trip in tow of the propeller Juanita.

In your last number of the RECORD I notice an item credited to the Inter-Ocean which is considerably spiced with fiction. I do not like to spoil a pretty story, but on this occasion I will have to. You will probably recollect the item referring to the wrecked schooner Geo. Sherman. Now, instead of the Sherman's being sailed into this port with men at the pumps, etc. the facts are the wrecking tug Leviathan got her off and towed her here, and the Leviathan steam pumps kept the water pumped out of her, also. The marine reporter for the Inter-Ocean took a lofty flight that time. It was a very pretty story but had it not been for the Leviathan and Captain C. E. Kirtland the Sherman would never have arrived here or any where else. She has been repaired thoroughly, and will be ready for sea in a few days.

Wolf & Davidson's shipyard is still jogging along. The late dockings and repairs comprise the steambarge Kingsford, schooner Geo. Sherman, barge M. R. Warner, schooner Surprise, a dredge for Knapp & Gillen of Racine and the schooner Souvenir. These were all jobs requiring considerable work, besides other small jobs too numerous to mention. Wolf & Davidson have done an unusual amount of docking this season, more in fact than for any one of the previous two or three.

Shippers were Tuesday offering 2¾ cents on wheat to Buffalo and 80 cents on ore from Escanaba to Lake Erie ports, but there were no vessels ready to load. There are 500,000 bushels to move.

Patrick Hughes, first mate of the schooner Fannie Campbell, fell from the foreyard arm off Racine Sunday, and was drowned. The deceased was a delegate from the Oswego branch to the Annual Seaman's Convention held here in 1881. He was thirty-three years of age and single.

The schooner Naiad is in distress at Traverse, and the insurance companies will send her a tug and steam pump.

The schooner S. Thal, driven ashore near Michigan City last week, arrived to be docked. She is thought to be but slightly damaged.

Vessels to load wheat were again in demand, but none are yet ready to load. Q.

STURGEON BAY.

The schooner Delaware was towed in Monday evening with her headgear gone. She collided with the schooner Constitution bound down light when sixteen miles off Point Betsy. The Delaware was loaded with ore from Two Harbors; will be towed to Chicago by tug Welcome. The Constitution sustained slight damage.

FRANKFORT.

Special to the Marine Record.

U. S. cutter Andrew Johnson was in our port Friday. She had on board Captain Robbins and Lieut. Rogers of the life saving service, who met the contractor, J. C. McGowan, of Washington, D. C., to arrange for the building of the new station here. On Saturday the cutter departed for Beaver Island, to which place she will take a Dobbins self righting and self bailing life boat.

Your correspondent was invited by Captain Robbins to visit the steamer and found everything ship-shape. The Johnson was built in Buffalo, New York in 1865, rebuilt at Manitowoc in 1881, and last winter had new decks placed on her and machinery rebuilt by E. P. Allis, and received a new steel boiler, said to be the longest boiler of any craft on the lake. She is a side wheel steamer of 400 tons, rates first class, carries three cannons and seven officers and thirty men. Her cruising grounds are the whole of Lake Michigan and into Lake Superior as far as Marquette, and, as a revenue cutter, also renders special duty in assisting the life saving service. She is commanded by Captain Davis (who has been in her five seasons) Lieut. Rogers 1st, Lieut. Harland 2d, and Lieut. Rogers 3d officers. They are all first class seamen and quite popular in the district.

The Boaz sustained some damage to her rudder while pounding against the Burnham pier but was pulled inside by tug D. P. Hall.

The small hooker Lillie Hatch had a narrow escape from being beached near Point Betsy. Her sails were blown away and she was leaking badly. Captain Matthews and the life crew followed her for nearly five miles with life saving apparatus in case of disaster but the little craft managed to make the harbor all right.

While returning from the fishing grounds and trying to make a landing at Herrings creek, four miles south of here, the Mackinaw boat capsized in the breakers and the owners, John Van Haake, and Chas. Belonge, were drowned. Van Haake was a powerful man and struggled hard to save himself by clinging to the capsized boat, but at last a huge breaker swept over him and he was seen no more. Their bodies were found next day at Burnham six miles from the scene of disaster. Van Haake was an educated Belgian, worth considerable money and at one time was an officer in the pope's army. He was also a body servant to the late Pope Pius IX in Rome.

One would scarcly recognize the staunch little three and after Lydie E. Roesser as the former old schooner Gypsy, built at Cleveland in 1847. She was ashore near Baileys Harbor, Wis., and was purchased by Chipman & Rosser, rebuilt and launched under her present name. She is 131 tons burden. She took a cargo of shingles for Milwaukee.

The schooner Maumee Valley is loading lumber at Bellow's mill. She was built at Perrysville, O., in 1868, 213 tons.

The steamer T. S. Faxon of Charlevoix was in our harbor Saturday on her way from Traverse City to Manistee, where she was going for a cargo of salt. She was formerly a lower laker, being built at Clayton, New York, in 1874. Her engines have a nominal horse power of 180 and she measures 154 tons.

Captain John Penfold, owner of tug D. P. Hall, to-day purchased the tug Alice M. Campbell of Duluth. She came in our harbor weather bound on the way from Duluth to Michigan City and while here the bargin was concluded; price $3,500. She is twelve years old, 29.76 gross and 14.80 net tonnage; cylinder 16 inch square and 24 nominal horse power; she will be used for harbor towing.

J. C. McGowan of Washington is stopping here looking for timber, etc., to build the new life station. He has the contract also for building the stations at Pentwater, White River and Holland.

Superintendent Robbins has paid out over $20,000 among the different stations on the pay roll during the past week and consequently the life saving boys are a happy lot.

One by one the old vessels disappear. The old schooner Belle was abandoned on the beach at Rowlye's Bay, Wis., a short time since. She was built at Manitowoc in 1856 and being 118 tons was the largest craft launched at that place up to that date. Her model was very good and she has always proved herself a speedy craft. Her builders have long ago left this mundane sphere and now the Belle also has joined the majority.

CHAS. BURMEISTER.

MUSKEGON.

The men employed on the boom here struck Saturday. There are perhaps 300 men out. The prospects are that wages in the woods the coming winter will be higher than last. Several of the striking boom men are reported as having engaged at $26 per month.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XXXIX.

Of those engaged in the forwarding and commission business in 1847, not including those enumerated in a previous chapter, the following may be noted: Cleveland, Barney, Waring & Co., T. Richmond & Co., Winslow & Co., A. Seymour & Co., Pease & Allen, M. B. Scott, R. W. Gillett & Co., N M.Standart, H. N. Gates and others. Clayton, N. Y., E. G. Merrick & Co., and others. Oswego, Merrick, Davis & Co., Brewster & Co., Bronson & Crocker. Sheboygan, Kirkland & Newberry. Toledo, Smith, Bronson & Co., M. L. Collins & Co., Watkins & Eagle. Sandusky, B. Higgins & Co., Hollister & Boalt, Barber & Barney, Townsend & Co., etc. Chicago, J. S. Newhouse, Dole & Rumsey, H. Norton & Co., R. C. Bristol and others. Sault St. Marie, L. W. Tinker & Co., W. F. Porter Taylor. Buffalo: Niles & Wheeler, P. L. Sternberg, E. D. Robinson & Co., Sears & Griffith, C. M. Reed, Holt, Palmer & Co., George P. Strong & Co., George Davis, Myers & Co., Azel Hooker, M. Kingsman, D. N. Barney & Co., S. L. Meech & Co., French & Brown, Joy & Webster, Ward & Co., J. R. Evans & Co., and others. Monroe, Fifield & Sterling, Bronson & Colton, Morton & Wing. Southport, Hutchinson & Wheeler. Racine, Knapp & Strong. Detroit, E. W. Hudson, J. W. Strong, H. N. Strong & Co., F. W. Lawson, Fitz Henry DeWolf, B. L. Webb, Aug. E. Bissell, Backus & Bissell, Samuel Lewis, Hunt & Roby, B. G. Stinson & Co., J. N. Elbert, Ives & Watkins, Wickware & Pittman, Brewster & Dudgeon, Charles Howard & Co., James A. Armstrong.

The first meeting to organize a board of trade at Detroit, was held at the office of B. L. Webb, in that city, attended by 70 prominent citizens, and soon thereafter the measure was completed and started, and is now one of the most prominent on the whole chain of the lakes.

In the month of June, 1847, one of the most distressing accidents of the season occurred at the Sault St. Marie, which carried gloom and dismay to many hearts. A party of citizens and persons from abroad had agreed to descend the falls of the St. Marie river, and with that in view proceeded to the head of the Portage, where they procured a yawl with which to make the descent, a feat at times considered hazardous, and yet, strange to say, in its frequent performance hitherto, no accident ever occurred ending in the loss of life. The party on this occasion were nine in number, consisting of Captain John Stanard, Captain Robert Brown, Messrs. E. G. Seymour, Thomas Riches, John Parker, and William Flynn, of the Sault, Dr. Hugh T. Prouty, of Monroeville, Ohio, and Mr. Wales, clerk of the steamboat St. Clair. With this company the boat started on its perilous voyage. When about half way down the rapids she shipped a breaker that filled her nearly half full of water. At this bailing was commenced, but a moment more, and the boat having reached what is called the "big leap" (being some eight or ten feet in descent) was, by a reaction thrown on end after descending, and all were precipitated into the foaming rapids. The catastrophe was witnessed by many citizens on shore. Boats were immediately procured and put out to render assistance to those who might survive the struggle of the dashing waters and reach the foot of the rapids. Messrs. Stanard, Brown, Wales, Spafford and Parker succeeded in sustaining themselves until picked up by the boats which went out, or by the Indians, who were fishing in their canoes. By the chief of the latter Mr. Seymour was discovered floating at the bottom of the river, and rescued only by means of a spear with which the chief succeeded in entangling his coat and then raising him to the surface. So completely was Mr. S. exhausted when taken out that for some time resuscitation was considered doubtful, but by proper applications and incessant rubbing for hours animation was finally restored. The other three, Dr. Prouty, and Messrs. Riches and Flynn were drowned. Mr. Riches was formerly of Detroit, and Flynn a resident of the Sault.

The commercial market for the opening of the season, up to October, 1847, was unusually dull. At Buffalo flour commanded from $4.75 to $4.81 per bbl.; wheat from $1.00 to $1.02 per bushel. At Detroit, flour ruled from $4.37½ to $4.50 per bbl., and wheat 75c. to 78c. per bushel. In November flour quotations at Buffalo were from $4.62½ to $4.87½ per bbl., and wheat $1.03 to $1.05. At Detroit flour $4.44 to $4.50, with wheat at rates above noted, with a close and stagnant market. Corn 30c. and 35c., oats 20c. and 27c.

A United States revenue cutter, Captain D. Dobbins, made a cruise that season from Lake Erie to nearly all points on the upper lakes.

The steamers running from Buffalo to the upper lakes in the latter part of the season formed an association regarding both passenger and freight rates, as follows: Cabin fare to Chicago or any ports on Lake Michigan, $10, steerage $5; to Erie, cabin $2, steerage $1; to Cleveland, cabin $3, steerage $1.50; Detroit, cabin $4, steerage $2. Freight 50c. per 100 lbs., and $1 bbl. bulk.

The steamboat Constitution was sold during the season to Bronson & Colton, forwarders at Monroe, to ply between that port and Buffalo during the remainder of the season, in command of Captain John Vail.

A fatal accident occurred on the Detroit river, at the head of Fighting island. The schooner Ellen, of Cleveland, Captain Daniel Fuller, was bound down, and met the schooner Lavinia, Captain Gaffet, belonging to same port, bound up. The small boat of the Ellen, with two sailors, was sent to the Lavinia to convey the mate of the Lavinia to his own vessel. When the boat came alongside the Lavinia a line was thrown and the boat was dropped astern some 15 fathoms and towed with ease. The Lavinia then jibed ship and the small boat, coming alongside, filled with water and run under, both men going down. The mate of the Lavinia had previously got on board. As the Ellen's boat did not return, Captain Fuller, thinking something wrong, filled away and overtook the Lavinia, and then learned that both his men were drowned. The small boat of the Lavinia was not lowered and the bodies were not searched for. Their names were John Gilmore, who shipped at Cleveland, and the other was Austin Quested, of Huron, Ohio.

The steamer St. Clair, Captain O. P. Palmer, plied between Detroit and Sault St. Marie that season.

The schooner Merchant, Captain Robert Moore, with a crew of seven, beside seven passengers, was lost, with all on board, in June, on Lake Superior, with a cargo of supplies. She was formerly owned at Buffalo by Barker & Holt, but at the time of her loss was owned by Coe & Coit. A furious gale prevailed at the time and it was supposed she foundered.

In the month of September, 1847, one of the oldest and most prominent forwarding merchants at Buffalo, deceased. This was the Hon. Charles Townsend, the senior partner in the time-honored firm of Townsend & Coit, which had existed in Buffalo, without change or interruption for over thirty-six years. He came to that city with George Coit, his partner, in June, 1811. In 1814 they built their first vessel on Lake Erie, and the second in 1816, being the first individuals who engaged in the transportation business at that place, and continued the only persons employed in it until about 1821. Since that period they had been largely interested in the commerce and shipping of the lakes. In 1821 Judge Townsend, his partner, George Coit, the late Oliver Forward, and Samuel Wilkeson mortgaged their private property to the state of New York to procure a loan of $12,000 wherewith to make the experiment of the harbor. The work was energetically and successfully carried out, under the personal superintendence of Judge Wilkeson, and was, when its feasibility had been thus demonstrated by private enterprise, adopted by the state, and subsequently assumed by the general government, by whom it has been rebuilt in its present beautiful and substantial manner.

The steamer Milwaukee, which was built on Grand island, Niagara river, had her engine transferred to the steamer Nile, and replaced by another in 1847, and during this season run between Buffalo and Sandusky, commanded by Captain John Shook, after being ten years in service.

A new vessel of 185 tons burden, constructed by Bidwell & Banta, at Buffalo, for A. R. Cobb, and Captain Charles Rogers, was launched this season. She was converted into a propeller, and in 1855 foundered in Lake Erie with the loss of 11 lives.

The steamer Commerce, which had plied between Cleveland and Sandusky, was dismantled and put out of service this season.

The steamboat Constitution, which changed ownership this season, soon after, on arriving at Sandusky, struck the pier and sunk in nine feet of water. She was afterward raised, and at the close of the season of 1847 her engine was taken out at Monroe and placed in a new hull named the J. D. Morton.

A full rigged barque called the E. B. Morgan, built by Mr. Corbyn for A. Rathbone, of Grand Haven, was launched at that port this season, and was first commanded by Captain Peterson.

The propeller Goliah, Captain M. H. Esterbrook, came down from the Sault with the largest cargo of minerals of this season, for the Pittsburgh & Boston Company. Of the cargo 164 tons were of native copper in rock, 80 tons being in masses weighing from 500 lbs. to 2,900 lbs., and estimated by many to be worth 80 per cent. of the pure metal.

The steamer Rochester was, a part of this season, commanded by Captain J. T. Pheatt. On the passage down Lake Erie he fell in with the schooner Nightingale, dismasted off Grand River, Ohio, with a full cargo, and towed her into that port. The brig Clarion, with wheat, was dismasted the same night, twelve miles below Erie.

A FIRE BOAT OR AN ELEVATOR?

CLEVELAND, October 13.

To the Editor of the Marine Record:

Many of my western friends will be surprised to find that I am again in Cleveland; in fact, I am surprised myself. My friend Hucklebridge, having sold a horse, gave me thirteen dollars, and I was about to board the train for St. Louis, when Mr. Nighten placed the following letter in my hand, which had been directed in his care. The letter was from a committee of gentlemen from Port Louisa, Iowa, who had been appointed to consult with parties, in view of buying a fire boat for harbor use. The document ran as follows:

PORT LOUISA, October 1.

My Dear Sir:

We, your fellow townsmen, and committee on fire boat, do appoint you a sub-committee, with orders to proceed to Cleveland, O., and there make a purchase of a steamer of suitable form and power, to be applicable for use as a fire boat at our wharf. The council, having made an appropriation for that purpose, you will draw upon the city for necessary funds. Being commended to our approbation by your long residence in our midst, and imposing infinite confidence in your ability, we are, very respectfully,

HENRY CRANKPIN,
WM. CROSSHEAD,
CHAS. OILCUP, } Com.

To the Second Engineer:

Without more ado, I boarded the train and ensconced in the bed of a Pullman sleeper, I dreamed of fire boats and firemen until the train landed at the breakfast station next morning. My intentions were to go and see Britton, Thomson, Miller, Doty, and the balance of the boys before I looked about me any, so I wrote in the hotel register, "The Second Engineer, Port Louisa, Iowa, Agent for the Fire Boat Commission." A tall, good looking man, with a silk hat, who had been looking over my shoulder, asked my business in Cleveland, and when I had made a full explanation, he said he knew where there was a boat that had been built for Buffalo, but was too large, and he felt sure I could get her. Without further ceremony we walked down to the viaduct, and down below us, sure enough, there sat a magnificent specimen of marine architecture, of the fire boat pattern. The gentleman, who, by the way, is a marine engineer of long standing, so he claimed, explained the workings of this boat to me, for to confess the truth, I am not very well informed in this style of vessels.

"Now," said my informant, "in this age of the great and mighty march of improvement, it becomes necessary to devise new methods for the extinguishing of fire, inasmuch as Yankee ingenuity has created so many ways of aiding combustion. Science teaches us (by the way, have you a good cigar about you?" which I had and immediately forked over.) "Yes, science teaches us that, in the realm of pneumatics, it is impossible for the rear end of the copper tubes of a marine boiler to interfere with the direct volutions of the crank-pin without emitting a gaseous odor that degenerates into a positive power when thrown out by the ton.

"Again, we know that cold water, when brought in violent contact with heat (let us go and get a drink." We went and returned) causes violent contaminating of influences, as compared with other cases, equally distributed among the angry elements on a frosty morning. Now, this being the case, that boat you see there overcomes all this by boiling the water to be used in extinguishing a flame." (Another trip over to the saloon and he continued.) "That boiler you see there is for heating purposes, and the opening at the top is where the injection of water takes place, which process of supply is carried on by men who use tin pails. When the water is advanced to a state of ebulition the pumps are set to work, throwing water upon the fire. The reason for boiling the water and throwing it on the fire hot, is to prevent the cold water from coming in contact with an intense heat, and thereby scattering out and doubtless burning the women and children who always congregate near the fire; besides it obviates the possibility of a fog which may completely obscure everything. This boat was to have been used at any point where a fire might occur, but on investigating the question, it was found to be too large, and it can be bought cheap by applying to the general office at Buffalo."

Mr. Editor, I regret I did not see you, but will soon return from Buffalo. Please get me a good engineer to take this boat to her destination on the Upper Mississippi.

THE SECOND ENGINEER.

CAPTAIN ARTHUR EDWARDS.

On the 29th of September last past Captain Arthur Edwards who in an earlier period of lake history was wide and favorably known throughout the lake region, passed to his final rest at Trenton, Mich., at the age of 80. He commenced sailing on the lakes in 1825 and his first steamboat command the steamer Gen. Gratiot in 1832, the Oliver Newberry in 1834, and the Little Erie in 1837. He also commanded, later on, the steamboat Fairport and then became a steamboat manager and owner on his own hook. In 1852 he had built at Buffalo the steamer Southern Michigan of 1470 tons burden and in 1853 the steamer Northern Indiana, at the same port of like tonnage, which were considered two of the finest steamers connected with our lake commerce. Prior to this time he held steamboat interests which, by careful management enabled him to became in possession of considerable wealth. In later years of his life his star began to grow dim and presumably through the intrigues of others he became poor and thus went to his grave. Captain Edwards was a generous hearted sailor and of strict habits, and for this reason his misfortunes were the surprise of all who had his acquaintance. It may be considered in this connection as a strange coincidence that on the same date of Captain Edward's decease came that of his life long friend Benjamin B. Kercheval, at Georgetown, D. C., who in 1850 was a prominent forwarding and commission merchant in Detroit and for several years subsequently. The latter gentleman had not been a resident of Detroit for many years past. He was about 80 years of age and up to the time of his death a well preserved man.

THE BIRD ROCKS.

At early dawn, easily scudding along about eight knots an hour, there were only three on deck in sight, the captain, the wheelsman and myself. Leaning over the stern quarter the captain said he was glad he had seen the Bird Rocks, for he knew then where he was. My vision could not detect them. Turning to me he then said, "If you do not wish to be tumbled into the sea go to the lee side and take a hold," which I immediately did holding on to the capstan rods. To the wheelsman, the captain said. "Mind your weather helm," but the weather helm did not mind, and over the bark went almost on her beam ends. Here was a revelation, novel if not interesting to me. My feet went from under, but my hands kept fast. Slowly the good ship righted, notwithstanding the shower of oaths directed to the head of the stupid helmsman. Confusion worse confounded reigned below among the passengers and their baggage A man who had a wooden leg, placed, it on going to bed, between his trunk and his berth. After the capsise, it took two hours before his limb was discovered, so that he could get up and around. J. BARNET.

THE NEW TORPEDO BOAT.

The new torpedo boat, David Bushnell, the keel of which was laid in May last, was successfully launched Saturday in the presence of a large number of officers of the army and engineer corps. The boat is an experiment, her purpose being to run into stations where torpedoes would be stored in case of war, quickly take on board about fifty of them, lay them where they would be most effective, and go on to the next station for fifty more. The hull is composite, having a steel frame of angle bars eighteen inches apart planked with eight inches of yellow pine, which is faced with one inch cypress. The deck is of three-inch Oregon pine laid on five-inch steel deck beams She has a pair of inclined engines, the diameter of cylinder being fourteen inches and the stroke fifteen inches, which can be run at either high or low pressure. The boiler, which is made of steel, is eight and a half feet in diameter. It can carry 100 pounds of steam. The engine is reversible, and the propeller and small engine are all worked directly from the pilot house. The engineer has nothing to do with the working of the engine. The Mallory propeller wheel enables the boat to turn on its own centre; it can spin around in the water like a top.—*New York disp. Philadelphia Press.*

The President has appointed Anthony F. Seeberger to be collector of customs at Chicago. The appointment was made on the 15th inst. but the public announcement of it was withheld. Mr. Seeberger is a prominent merchant of Chicago, where he has been engaged in extensive hardware business for many years.